

in the mediæval world. In fact, one of the greatest achievements of science has been in making the world small, and the result of its smallness is that the fortunes of every race and state are now, or may at any moment become, involved with those of any other. This is due partly to the swiftness of steam communication, partly to the invention of the telegraph, partly to cheapness of transit, which makes such progress that an invention like the compound steam engine reduced the charge for marine transportation something like 20 or 30 per cent., and one hears that during the last two or three years improvements in machinery and in the economizing of fuel have reduced it 25 per cent more. I will give two instances of how this works. One is the enormous development of pilgrimages, particularly in the Mohammedan world. Hosts of pilgrims from Turkestan, from Morocco, from India and the farthest East, now find their way to Mecca by steamships, and thereby the intensity of Mussulman feeling, the sense of solidarity in the Mohammedan world, has been powerfully quickened. Another is the cheapening of the conveyance of food products. See how that works. Our English agriculturists have been ruined, not merely by the greater richness of virgin American soils, but also by cheap transportation from the North-Western States; and now the farmers of these States are feeling the competition of Indian wheat coming through the Suez Canal; and every railway that is made in India, cheapening the conveyance of wheat from the inland towns to Bombay, and every improvement in marine engines, tells on the farmers in Minnesota, and by inflaming their animosity against the railroad and elevator companies, affects the internal politics of these new democratic communities. In the same way, the relations of the different States of Europe to one an-

other are altered, because the wealth and trade of each depend on various articles of exchange; and so the political measures to which each ruling statesman resorts are largely suggested by the commercial problems he has to face. The protective system of Prince Bismarck has been mainly due to the cheaper importation from abroad into Germany of the staple articles of food; and the attempt to foster the sugar industries in the States of Central Europe by bounties, all tell upon the commercial relations of those States with one another and with ourselves. It is none too much to say that this whole planet of ours, as we now know it, is for practical purposes very much smaller than the world was in the time of Herodotus. To him it extended from Gades and the Pillars of Hercules to the farther end of the Black Sea at the river Phasis and the Caucasus Mountains. He just knew of the Danube on the north, and of Ethiopia on the south, and that was all. Yet that world of his, 2,500 miles long by 1,500 wide, was a far larger world, with more human variety in it, more difficult to explore, with fewer and fainter relations between its different parts, than the whole planet is to us now, when nearly all its habitable parts have been surveyed, when the great races, the great languages, the great religions, spreading swiftly over its surface, are swallowing up the lesser. Yet, though the earth has become so much smaller, it is not either less interesting or less difficult, to interpret, and the problems with which a philosophical geographer has now to deal in making his science available for the purposes of practical economics and politics are as complex and difficult as they ever were before, and indeed grow more complex and more difficult as the relations of peoples and countries grow closer and more delicate.—*Contemporary Review.*